

Mails

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DEUTSCHLAND" Capt. G. Meisner (T. 17,000)	WEDNESDAY, 5th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YOROK" Capt. J. Rasmussen (T. 17,000)	About WEDNESDAY 5th October.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COELIN" Capt. H. Rasmussen (T. 6,750)	SATURDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isaka (T. 6,400)	About TUESDAY, 18th October.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Somhill (T. 4,050)	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELNERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

Intimations.

KWONG FUNG YUEN,

HEAD OFFICE—No. 53, Des Voeux Road West, TIMBER YARDS—Kensedy Town.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS

H.B.M. Naval and Military Authorities.

I HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms. Quick delivery.

LEUNG TAI, Managing Director. Hongkong, 10th January, 1910.

F. BLACKHEAD & Co., SHIPCHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG. SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIKLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL GREASE, and F. & O. SPECIAL LIQUOR BOOTER WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES

Hongkong, 10th March, 1909

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 12th July, 1910.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed.

HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Fort Orders carefully

executed

Hongkong, 6th September, 1909

Intimations

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 381 ft.
Width of Entrance 80 ft.	Width of Entrance 50 ft.	Width of Entrance 65 ft.
Water on Blocks 21 ft.	Water on Blocks 25 ft.	Water on Blocks 21 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Torsion Screw Tensioners are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Ideberg, Bootia.

A. I. and Watkins.

Yokohama, April 28th, 1909.



FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

64, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY LIMITED

PORTLAND CEMENT.

In Casks of 87½ lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

Sole Importers.

Hongkong, 10th September, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Rohilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officers' Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 2nd Floor.

A HOUSE in WONG-KEI-CHONG ROAD, OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 1, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1910.

THERAPION MAY NOW ALSO BE OBTAINED DRUGS (TASTABLE) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This wonderful and highly popular remedy, used in the Colonies, Europe, and elsewhere, is a French preparation of the most refined and purest materials, and is a most effective and reliable remedy for all the ailments of the human system, and is a most valuable and reliable remedy for all the ailments of the human system, and is a most valuable and reliable remedy for all the ailments of the human system.

THERAPION No. 1 is a most valuable and reliable remedy for all the ailments of the human system, and is a most valuable and reliable remedy for all the ailments of the human system.

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BARONESS BREUGNOT'S SELLING CIGARETTES.

New York, Aug. 25.

A real baroness—not less a personage than Her Grace of Breugal, the former Army Countess, sister to the Countess of the famous law firm—is making a living for herself and her children in New York by selling cigarettes. Baroness Breugnot, who brought to her nuptials a title and a splendid personality, but not very much money, is said to be a woman of a certain amount of business ability, and is able to get about within a year, and so his wife, who hitherto enjoyed every luxury that she desired, has gone to work and is supporting him and their six children.

The Baroness is selling the superior cigarettes of her special brand of "smokers" to clubmen and others of wealth; the baroness is soliciting subscriptions to a society magazine. She plucky and persistent has she been in her work that last week she won a \$300 prize for gathering a certain number of subscribers.

The Baroness Breugnot is living modestly at Belmont, N.J., and is commuting to and from New York. She takes her work as a matter of course, and says she does not see why a wife should not work to support a husband when he is physically incapable of providing the family's necessary income.

Five of her children are with her at Belmont. The sixth is being taken care of by Mrs. Adolph Ladsbury at Newport. A few days ago the newspapers printed stories about Mrs. Ladsbury having adopted a "wife." The "wife" is no such thing, it now develops, but is Beatrice Breugnot.

Society, as a whole, has just learned that the baroness is "in trade" on her own account. It is giving her the highest possible credit for her bravery.

Any Countess first married the Marquis de Choiseul-Puffin. Following his death she wedded the Baron Breugnot. They lived in France for a time; then the baron was offered and accepted a position with a well known banking house in this city. Meanwhile, however, six little Breugnots blessed the family.

A few months ago the baron—who had all he could do up to that time to make both ends meet in a fitting manner—was overtaken by illness. Then the baroness started out to be the bread-winner. She might have appealed for aid to the rich Countess family, or to her married sisters—Mrs. Conde Nat, Mrs. William R. Garrison and Mrs. Frank Glanville—all of whom are in Paris.

The baroness which the baroness is selling have a story of their own. When the baron was well he was a great cigarette smoker, and at one time devised a tobacco mixture of his own which he had made up in the form of the paper rolls. When he fell ill his friends said to the baroness—"Why don't you have some of these cigarettes made up for the club, and sell them?" "I will," she said, and so she did.

The baroness' uncle, George G. Golson, of No. 100 Broadway, confirmed the fact that she was selling "smokers" and soliciting subscriptions to magazines, and said, "The more credit to her."

SUICIDE IN JAPAN.

COMPARISON WITH OTHER COUNTRIES.

The Tokyo Shimbun gives some statistics showing the proportion of suicides in Japan compared with that in other countries. Though Japan is availing an unsavory notoriety for suicides, says the journal, it stands no higher than fifth on the list of countries in this respect. The following table shows the annual proportion of suicides per million of the population in various countries during the 25 years from 1887 to 1905.—

	Per Million.
Denmark	215
France	218
Switzerland	216
Prussia	107
Japan	104
Austria-Hungary	150
Belgium	123
Sweden	110
Bavaria	118
Great Britain	80
Norway	84
Holland	78
Italy	74

The figures for Germany as a whole, Russia, and "pals are required to make the list more usefully complete, but apparently they could not be obtained. A country with a high proportion of suicides omitted above is Saxony. Some time ago Berlin gave the annual suicide rate for that country between the years 1878 and 1885 at 301 per million. Our contemporary notes that, with a population of 5,000,000 the above figures show the annual number of suicides in this country to number about 9,000.—Japan Chronicle.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$10 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the subscriber is accessible as messenger. For all other cases, the daily issue is delivered by post, and the weekly issue is delivered by post, and the rates are charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, each issue. Weekly, twenty-five cents (for cash only).

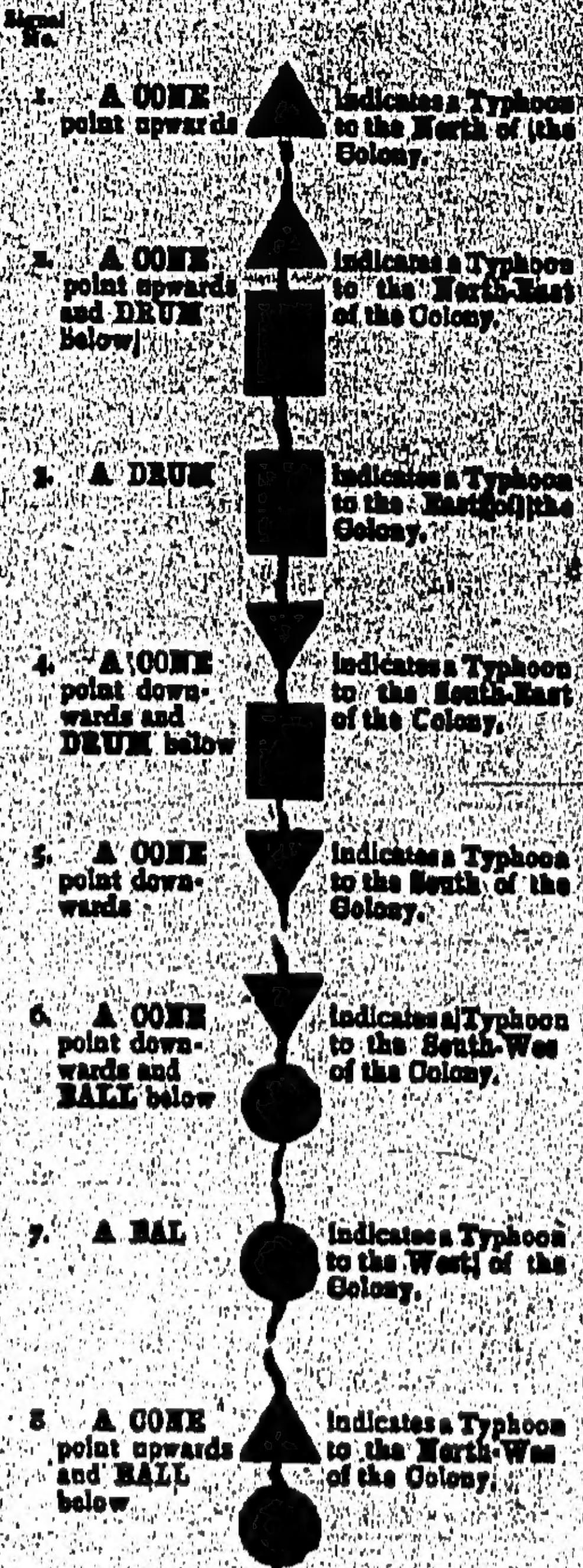
(PAYABLE IN ADVANCE.) There will be no rebate in Minimum Subscriptions as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 22nd December, 1908.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of passengers of vessels leaving the port. They do not necessarily imply that weather is expected here.



Kai Signals indicate that the centre is believed to be within 200 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 200 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony as to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signal will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 200 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 200 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be exhibited on the Day Signal at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of vessels and passengers, Green, Yellow, and Red Signals will be hoisted on each of the following masts during the time that any of the above Day Signals are hoisted in the Harbour.

Green Signal.

Yellow Signal.

Red Signal.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given at Green, Yellow, or Red Signal, by hoisting the appropriate supplementary signals.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 22nd December, 1908.

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS. SOFT DRESS-SHIRTS

VERY LIGHT WEIGHT PERFECT FITTING.

NEW GELNETT

UNDERWEAR

COOL SAFE DURABLE.

BATH ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs Specially Selected. ART SHADES

IN CREPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING FOR GENT'S WEAR.

W.M. POWELL, LTD.

28, Queen's Road. (Opposite Clock Tower.)

Hongkong, 27th August, 1911

ROSE AND STRESS OF ENGLISH SOCIETY.

THE MODERN WOMAN'S FEAR OF BEING DULL.

Though the modern woman grows, admittedly, shorter and shorter, it certainly grows more strenuous each succeeding year, writes an English society paper. Indeed, there seems no keeping pace with the society and the scramble of the social rush, which is the chief characteristic of life to-day. Curiously enough, it is the women of the leisured classes who set the pace which all the world is endeavouring to keep up with.

The Society woman, with apparently no hindrance to do, has suddenly become possessed with a mania for restless activity. She lives her life at the top speed of excitement, and more of it than she finds an eighteen hour day all too short to accomplish one-half of all she has to get through.

The trivial round miles such heavy demands upon both time and energy. Since the modern woman has elected to "fill her life" and social leaders strive to be the picture of every new cause, it has become the fashion for dowagers and for debutantes alike to be as brisk as larks and as busy as bees.

To short life, from the modern woman's point of view, must be lived in the most modern fashion—i.e., at the highest possible pressure—if it is to be anything save monotonous. Consequently, it is an uncommon thing to find that in one short day of the London season some delicate and highly-strung debutante will, under present conditions, manage to cram quite as much variety and amusement as would suffice an ordinary mortal for a month.

"A short life and a merry one," is the motto of the up-to-date leader of fashion, as she speeds on her way, going from one fresh life to another living in crowds from morning till night—never pausing long enough to allow herself to grow interested and absorbed in any one pleasure.

The fact is, she is haunted by the modern bugbear of social existence—the fear of being dull—that great factor which urges her on and all along in pursuit of pleasure that leads to very little save the fashionable nervous breakdown or some form of acute neuritis, which has made the fashionable cure at some foreign spa not only a necessity, but a necessary panacea for the over strain and the exhaustion which is the inevitable result of the life we are all endeavouring to lead.

Small wonder that this is the case when the modern woman attempts so much, and when she literally allows herself neither rest nor relaxation. "One must either do everything, or else do nothing," is the popular fallacy nowadays. Consequently, every other woman one meets is striving to do everything, to be seen everywhere—ever fearful of being left behind in the social scramble.

For her interests are nothing if they are not all-embracing. There is nothing that does not come under her immediate patronage. The successful Society leader finds all kind of demands made upon her. She is looked to as the pioneer of every new cause—the patroness of this, that, and the other thing. One day she is busy promoting a society composed of her friends who drive their own motors; the next sees her financing the latest aviation scheme. She is as enthusiastic about polo as she is over racing.

To be thoroughly up-to-date, she must hunt and shoot; she is expected to be an expert at bridge, and an adept at whatever game happens to be the fashion of the hour. Moreover, she is supposed to have more than a smattering of intellectual knowledge, and she manages to keep herself abreast with the various topics of the hour in the most availing way.

At any big dinner party during the season it is no uncommon thing to hear a pretty woman talking as brilliantly to one neighbour concerning the political situation as she does about the latest cricket score, or the chances of making money over the oil or rubber boom, to the man on her other side.

When she gets all her information from how she retains it all is one of the wonders of the present day. One thing she never does is to allow herself to grow rusty or to drop behind the time. Her day is spent in one long round of nothing energy. The morning finds her busy with all manner of household and social duties, with an occasional political or philanthropic committee sandwiched in between the trying on of frocks or having her face massaged.

Her afternoon engagements are so numerous and so varied, that were it not for the fact that motor traffic has nearly doubled her day, she could never hope to get through one half of the undertaker's work; so far from regarding night as a time for rest, she gaily turns the hours of darkness into day. What with private dinners, the opera, theatre, receptions, dances, balls, and at home, there is scarcely a day throughout the entire season that she ever thinks of getting to bed before the dawn—and another day fuller and more exciting than the one that is finished lies before her.

Week in, week out, she sees the same state of affairs. Her engagement list is scribbled all over with a list of social duties that she knows have to be got through somehow or another. As every year her list of interests increases, the social duties connected with them leave her less and less time for herself.

Week-ends are well-nigh as full as any other times. A motor trip to some remote corner of the map whistles away the whole of Saturday afternoon, and the greater part of Monday morning, so shortening her precious week by almost half the time that was at her disposal before the week-end habit became an obsession with the modern set.

In a like manner, everything else is carried out every intense and amusement is compressed into tablet form. For to be thoroughly in the swim, so far as Society is concerned, leaves one literally no time in which to even pause and consider how enormous is the

strain which modern existence puts upon one's nervous system. The only way to get through at all is to whip oneself up, and to put on all possible speed, and go on until one drops—or until the welcome respite after Obvies and Goodwood comes. Small wonder, in the face of such a state of affairs, that over-wrought nerves are becoming something more than a fall; small wonder that English women are developing characteristics which hitherto have been associated with their American cousins only; small wonder that the drug and the drink habit is fast becoming one of the most pernicious evils of to-day.

BRITISH STEAMSHIP'S TRYING EXPERIENCE.

A LONG TOW T. NICOLAEVSK.

The British steamer *Victoria*, which left Shanghai on the 11th ult. for Nicolaevsk via Nagasaki, with two Chinese steamers in tow, the *Tanai* and *Tanaka*, met a storm on the 14th of the same month while off Cheukpoo Island in Kaikoo province, Korea. The vessels, we learn from the *South Press* of Tuesday last, were tossed about violently and the *Victoria*, finding it almost powerless to continue her voyage with the two Chinese steamers, left the latter and returned to Fusan by herself. On the 18th she proceeded again in search of the Chinese steamers left behind and recovered the *Tanai* off Cheukpoo Bay. The British steamer and the *Tanai* arrived at Wonsan on the 20th and at once telegraphed to the office in Shanghai to that effect. A reply was received stating that the other vessel, the *Tanaka*, was taking refuge at Chumunjin. Being informed of the geographical position of Chumunjin by the Japanese warship *Yakumo*, the *Victoria* proceeded thither and succeeded in finding the missing ship. The *Victoria*, with the *Tanaka*, arrived at Wonsan on the 23rd ult. None of the vessels had any cargo or passengers on board. The steamers sustained no damage, and it may be presumed that they have long since reached Nicolaevsk.

JAPAN'S FIRST AIRSHIP. SUCCESSFUL PLEIMINARY TRIALS.

The first trial of the Japanese airship was held at Otsu between Tokyo and Yokohama on the 9th and the result was reported to have been quite satisfactory as the airship rose to a height of 100 metres and showed its capability of steering against a head wind. The second trial was held on the 21st. The weather conditions were good and all sorts of trials with the balloon passed off satisfactorily. The number of revolutions of the motor was 600 per minute. A further trial will be held shortly. The airship was designed by Mr. Yamada, who supplied balloons to the Japanese army during the recent war. The airship is almost triangular in shape, as all Japanese balloons are, and it was filled with 1,000 cubic metres of gas. The horse power of the gasoline motor fitted is 14. Considerable interest in this balloon is being shown by the Japanese papers, as it relates to the first Japanese airship constructed in the country.

Intimations.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on MONDAY, the 26th September, at 5:50 P.M.

A. E. ASGER, Hon. Sec. and Treas.
Hongkong, 20th September, 1910.

H.M.S. "BEDFORD" RELIEF FUND.
AN ENTERTAINMENT in aid of the above will be held at the City Hall on the evenings of the 15th and 17th October. For her particulars will be announced later. Hongkong, 20th September, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, ADELPHI STREET, HONGKONG.

Telephone, 201, September, 1910.

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1910, 201, September, 1910.

Public Company.

DOUGLAS STEAMSHIP CO. LD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Offices, TO-MORROW, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to 24th September, both days inclusive.

DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 23rd September, 1910. [58]

Notices of Firms.

NOTICE.

WE have this day admitted Mr. ARTHUR NILSSON as partner in our firm. OLOF WIK & CO. AGENCIES, LIMITED.
Gothenburg, 1st September, 1910. [61]

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIAN STEAMSHIP CO., LTD. OLOF WIK & CO. AGENCIES, LIMITED.
Gothenburg, 1st September, 1910. [616]

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co. OLOF WIK & Co., AGENCIES, LTD.
Gothenburg, 15th July, 1910. [912]

Dentistry.

Dr. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 AND 3.

From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910. [3]

TSIN TI G.

LATEST METHODS OF DENTISTRY.

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Consultation Free.

Hongkong, 1910, 1910, 1910.

Intimations.

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THE OFFICE OF TRUSTEE, SUCCESSION OF WILLS, ATTORNEYS AND EXECUTORS, SHEWAN, TOMES & Co., General Managers.
Hongkong, 10th March, 1907.

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"COUZAN GATIER"

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Large Bottles \$3.30

Doxen 3.25

Case 50 Bottles 17.50

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SOLE AGENTS

"FRENCH STORE"

Hongkong, 18th July, 1910. [67]

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th Sept., 1910, 100 lbs. per 8 Mux.

BUTCHER MEAT.

Cents.

Beef steaks & prime cut—Mei Lung Pa 30

" Corned—Ham Ngau Yok 22

" Roast—Shih 28

" Breast—Ngau Lam 15

" Soup, Tong Yak 20

" Steak—Ngau Yak Pa 28

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yak Ching 26

Bellock's Brains—Kao 9

" Tongue—Ngau Li 30

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 25

" Heart—Ngau Sam 18

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 8

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 18

" Liver—Ngau On 18

" Tripe (addressed)—Ngau To 6

Calves' Head and Feet—Ngau Chai 10

" Head—Kao 10

Mutton Chop—Yeung Fai Kwai 11

" Leg—Yeung Fai 11

" Shoulder—Yeung Shau 11

" Pig's Chilling—Chai Cheung 22

" Brains—Chai Kwo 24

" Feet—Chai Keok 12

" Fry—Chai Chak 25

" Head—Chai Tau 15

" Heart—Chai Sam 15

" Kidneys—Chai Yiu 9

" Liver—Chai Koo 10

Pork Chop—Chai Fai Kwai 20

" Corned—Ham Chai Yok 10

" Leg—Chai Fai 14

" Tail or Lard—Chai Yiu 15

Sheep's Head and Feet—Yeung Tau 10

" Keok 10

" Heart—Yeung Sam 10

" Kidneys—Yeung Yiu 9

" Liver—Yeung On 10

Sucking Pig, To Order—Chai Chai 11

Suet Beef—Sang Ngau Yau 10

" Mutton—Sang Yeung Yau 11

Veal—Ngau Chai Yok 10

" Sausages—Ngau Chai Yok Tong 10

" Sausages—Ngau Chai Yok Tong 10

" Sausages—Ngau Chai Yok Tong 10

" Sausages—Ngau Chai Yok Tong 10

" Sausages—Ngau Chai Yok Tong 10

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Entertainment.



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AND
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BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILEY—\$10 per annum, proportionate. Subscriptions for any period less than one month will be charged as for a full month. The daily rate is delivered free when the address is accessible to messengers. Back subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each copy).

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 23, 1910.

H. E. TANG SHAO-YI.

After a period of comparative seclusion in his native district of Heungshan, following the Peking debacle consequent on the retirement of Yuen Shih-kai a few months ago, H. E. Tang Shao-yi once again emerges into the limelight of political activities in so far as the Government of China is concerned. In the present state of Chinese Governmental affairs, his one weakness, admittedly, is his lack of efficient statesman who can be relied upon to guide the destinies of the Empire. Tang Shao-yi, like Yuen Shih-kai, is one of the few enlightened officials whom it is to the last interests of the country to recall to the Capital to control the affairs of State at the present juncture. His recent appointment to the presidency of the Ministry of Posts and Communications leads to his leaving-taking for a long time in Tong-ka-chau in Heungshan district from whence he is expected to arrive at Hongkong this afternoon en route for Shanghai and the Capital. Dismissing any outward display, His Excellency Tang is travelling practically unaccompanied all the way to Hongkong, the "Black Cat" without any entourage, contrary to all Chinese official custom. From the steam launch he boards the C. M. N. Co.'s steamer, "Amoy," which is leaving this morning for Shanghai. In the

last settling sail for Shanghai later in the evening. In the circumstances and owing to the exigencies of time, His Excellency will be unable to exchange the usual visits of courtesy with Government House and by proceeds to Shanghai almost at once in order to arrive at Peking as soon as possible to assume the helm in one of the departments of State which his vast experience and extensive travels peculiarly fit him to direct with every promise of success.

THAT RUBBER RUBBER.

Whilst all our eyes are fixed upon the Malay Peninsula as being the Mecca of our recent share-buying proclivities, it is interesting to take up and read an instructive article in *Tropic Life* dealing with the subject of growth of indigenous rubber. We are too apt to forget in Hongkong, and in Shanghai—in fact, in all Northern ports—that rubber is a native product in the Tropics and that plantation rubber costing thousands of dollars for the mere planting of it, is immeasurably out-clashed by the products of Corgo or B. B. Hongkong investors and the same as investors at Home have been made to realize this fact by the sudden fall in shares that has befallen the market and the general demoralization that has ensued upon the wild-cat schemes of rubber speculation, against which we have more than once raised our voice. One of our arguments—used at the height of the rubber boom—was that the enhanced price of plantation rubber in London must lead to a relaxation of the prices for wild rubber for it is a well-known fact, although ignored by the precipitate European investor, that wild rubber from Central Africa or from Mexico can only be collected when the market price is high, and even then has to go into competition with plantation rubber produced at something like one shilling and sixpence per pound. If the planters of Malaya have any satisfaction at all in the present situation, they will find it in the fact that the price of the raw material has gone down considerably and that the wild-grown rubber has therefore ceased to flood the market. At the first glance, this seems curious. The explanation lies in the fact that under the arbitrary export laws of King Leopold and of the Brazilian Government, the collection of rubber is almost prohibitively taxed with the result that the price per pound must be about 10/- before it is worth while exporting. So far as plantation rubber is concerned, of course, the case is entirely different. Anyone versing the rubber fields of Malaya can see for himself that the working cost of a rubber estate is comparatively small and that the turning of the developed area is a very little. *Tropic Life* is quite willing to "suppose that, as the rubber-bearing territory secured to Brazil by her late treaty with Peru is worked, and as the communications by river and the Madeira-Mamore Railway, which is in course of construction, are opened up, the production will largely increase. Brazil has an enormous advantage over the plantations in other parts of the world; in Brazil the only expense in connection with the production of rubber is that of gathering it, while in the case of cultivated rubber there are all the expenses connected with the plantation to be considered. On the other hand, owing to the care taken, the plantation rubber is put upon the market in far better condition than is that of Brazil." From consular reports we gather that after Brazil, Colombia is the most important country in South America for the production of rubber, a circumstance which is not generally known, owing to the absence of ports and the consequent inclusion of Bolivian rubber in the statistics of Chile, Peru, Argentina and Brazil. The immense territory touched by the Rivers Amazon, Negro, and Madre de Dios, on the one hand, and by the Rivers Pecos and Mamore on the other, is covered with magnificent forests of Hevea. The official figures for rubber production in Bolivia are given as 19,968 kilos, valued at 10,612,843 bolivars, in 1906; 18,051 kilos, valued at 8,841,380 bolivars, in 1907; and 18,878 kilos, valued at 5,602,061 bolivars, in 1908. It appears that rubber cultivation in Bolivia is seriously hampered by the imperfect method of levying the export tax, which varies very considerably in different parts of the country, and appears to be left to the discretion of the individual Customs authorities. In Peru, the extensive rubber fields lying on the borders of Peru and Bolivia are all attracting the attention of British and American capitalists, but so far with only a very qualified success. The main obstacle seems to be the labor question. Rubber extraction appears to be a specially and requires expertise; the number of these available is very limited, far too small for the number of concerns working, and on that account a keen competition is established to get men. Well, if the estate owners of Bolivia and Peru cared to come to the East for planters, they would find any quantity in Hongkong, Singapore or Ceylon.

FOR stealing a set of links, a sign, a shirt, a knife and some money, of the total value of \$16, the property of Captain Aldrich, Kowloon, a native was awarded three months' hard labor in the Police Court this morning.

LOCAL AND GENERAL.

The "German" Mail of the 15th August was delivered in London on 23rd inst.

The "German" Mail of the 15th August, 1910, arrived in port to-day from Shanghai. Six weeks' hard labour and six months' stocks was awarded a native at the Magistrate's Court for stealing a bundle of clothing from the S. S. "Clara" in a dock.

A NUMBER of men was brought up at the Magistrate's Court for gambling at No. 7, George Lane. The two keepers were fined \$10 and \$5, respectively, while the rest had each to pay \$3.

As a result of the breaking of the Warren Colours, F. G. Hod, 400, chief quartermaster of the Philippines division, has inaugurated measures to have all A. M. transports in the Philippines equipped with wireless telegraph apparatus.

MASTER at Arms Paul P. Parker was dropped near the dry dock Dewey on 17th inst. as the result of the exploding of a battery as he was sitting across the battery. Parker was stationed on the monitor "Albatross" and was considered one of the best men at the station.

IN DEBATE, the Government has forbidden the importation of cattle from India on account of the prevalence of maulin there. The planters complain that the prohibition comes at the wrong time of the year. Estates are being opened out in large numbers, and require much cattle.

THE New York correspondent of the *Observer* witnessed a demonstration of Edison's new invention, the kinephone. A man shown on a screen was seen throwing an iron ball on the floor, and the crash was heard. There was also a perfect reproduction of other sounds, including that of a motor horn.

IT is notified, says the *Peking Gazette*, that the old No. 1 Division of Ayer Kuning Estate, Kiang, will in future be known as Highlands New Division, and the new No. 2 Division of Ayer Kuning Estate will be known as Saagel Reak Estate, the middle or No. 3 Division will continue to be called the Middle Division of Ayer Kuning Estate.

WILLIAM George Tait, who was placed before a common jury at Bombay on a charge of attempting to murder Patrick Joseph Dale by shooting him with a revolver, was sentenced for four years' rigorous imprisonment. The jurors returned a verdict of guilty of grievous hurt, not of an attempt to murder.

THE *Sunrise Post* notes a marked improvement in business in Delhi. It has resulted in a heavy increase of import duties there in the first six months of the present year, compared with the corresponding period of 1909, the difference amounting to 150,000, guineas. These figures give satisfaction as showing that Delhi is getting ahead by leaps and bounds.

AFTER a passage of 3 1/2 days from Hongkong the Madero Development Company's steamer *Mindoro*, Captain G. L. G. arrived at Manila on 19th inst. with a cargo of cement from Hongkong. The *Mindoro* was formally engaged in the inter-island trade as the steamer *Gloria*. She will be used by her present owners in the trade between the plantations of the company in Mindoro and Manila.

WHEN a money-lending action was mentioned in the Summary Court this morning, Mr. Uist informed the Justice Judge that the writ had been issued by a friend of the plaintiff without the latter's authority. Defendant was in possession of a receipt in respect of all claims and demands and he asked that the man should therefore be asked to pay the costs of the writ. The case was adjourned.

JOHN Grant, formerly a Land Surveyor in the Public Works Department, was again brought up before Mr. J. M. Wood at the Magistrate's Court this afternoon on a charge of obtaining the sum of \$1 by means of false pretences from various villagers. Further evidence was called and the case remanded. Inspector O'Sullivan prosecuted and Mr. J. E. Gardiner appeared for the defendant.

EXPOSE Mr. Justice H. H. Land, Acting Police Judge, in the Summary Court this morning, the Tug Ljung firm sued the Sung Fat firm to recover the sum of \$1,000, being amount due for 150 bags of Cat Brand flour and 300 bags of D. J. flour. The original amount was \$1,600 but the plaintiff waived the sum of \$1,600 in order to bring the case within Summary Jurisdiction. Judgment was entered for the plaintiff with costs.

A REMARKABLE incident broke the monotony of the proceedings at the audience given by the Governor-General of Netherlands India at Batavia, on the Queen of Holland's birthday. The speaker for the mercantile community, after the customary congratulations, dwelt upon the dangers and risks attending the increasing inflow of foreign capital to develop the resources of Java, and urged that the Government policy should adapt itself to the new order of things. The Governor-General assured the speaker that the point raised would receive every attention.

THE *Latent*, a newspaper published at Samarang in Java, calls attention to serious shortcomings in the labor laws there in the matter of clamping and kidnapping colonies for labor abroad, especially in the Straits Settlements. The paper alleges that the cry for Javanese coolies is so great that the recruiting in Java has become a trade and is being carried on by a few men who are making a fortune. The Government has been slow to meet the demand. The Government has been slow to meet the demand. The Government has been slow to meet the demand.

P.R.C. AQUATIC SPORTS.

FIRST DAY.

The annual aquatic sports of the V.R.C. commenced yesterday afternoon at their bath before a large gathering of interested spectators. The crowd was much larger than that of previous meetings on the first day. This was partly accounted for by the fact that Kenney, the American boxer, was in training yesterday in the gymnasium, preliminary to meeting Bill Lewis next month. The sports programme was as usual a good and attractive one, and the battles in the hand-picked events were very close. The honours in the Half-Mile Championship of the Colony went to Tommy Logan, the young champion. He was confidently expected to carry off the blue ribbon and was easily with a big margin to spare from the second man. The Plying event was also a good one and was won by the Interport Champion, A. S. Ellis, in 60 ft. 10 in., 5 ft. 10 in. better than the runner-up in the Interport Contest in Shanghai, which he won with 5 ft. 11 in.

The officials were: President: H. E. Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; Mr. A. S. Ellis, chairman; Mr. A. A. Claxton, hon. treasurer; Mr. F. Lamont, hon. secretary; Messrs. W. A. Drake, J. A. Lyon, L. E. Lamont, R. F. Lamont, A. N. Kemp, Dr. C. Forsyth, judges; Mr. A. S. Ellis, referee; Mr. T. Kemp, starter; Messrs. A. V. Barron, J. A. Lyon, Mr. A. A. Claxton, Mr. A. H. Carroll, Mr. H. A. Lamont, hand-cappers; Messrs. C. Bunce and G. W. Avenell, official time-keepers.

HALF-MILE CHAMPIONSHIP OF THE COLONY.

T. Logan: 14 min. 14 2/5 secs. 1
C. J. Cooke: 14 min. 18 secs. 2
A. A. Claxton, A. V. Barron and H. W. Peterson also competed. All started off evenly keeping well close together in a bunch in the first and second laps. In the third lap Logan took the lead with a length from Claxton, who was swimming second at the time, Cooke in third position about ten yards behind. Barron and Peterson on swimming behind. In the fourth lap Claxton retired and Peterson followed suit in the fifth. Logan now increased his lead enormously with Cooke swimming second and Barron a bad third. This remained so till the ninth lap when Barron gave up. In the remaining two laps Logan increased his lead by degrees and won an easy race without being pressed all the distance by over 50 yards. The winner was received with loud cheers by the crowd on the praya wall. This event was brought off in eleven laps between the V.R.C. slipway and the Praya in front of Battersea and Swire's office.

HIGH DIVE.

M. A. R. Spies 1
C. Humphreys 2

Only the above two competed, and Spies was an easy winner after three tries.

HURDLE RACE—TWO LENGTHS—(Handicap) 3 Hurdles.

First Heat.
A. J. V. Ribeiro (sec 5 secs) 1
F. K. Tait (sec 8 secs) 2

Tait led almost all the way and before the last hurdle Ribeiro overtook him and won by half a length in 35 1/2 secs.

Second Heat.

R. Gallatin (sec 7 secs) 1
J. M. R. Pereira (sec 8 secs) 2

Gallatin held the lead till the finish and won by a couple of yards from Pereira. Time, 36 1/2 secs.

Third Heat.

A. A. Alves (sec 6 secs) 1
A. H. Carroll (sec 7 secs) 2

Alves won easily in 35 1/4 secs.

TWO LENGTHS (Stratch) (Open to Army, Navy and Police).

Drummer Page 1
Drummer Soth 2

Only the above two started and a close race was witnessed till the finish; the winner won by a touch. Time, 33 1/2 secs.

FLUAGING—two times each.

A. S. Ellis (60 ft. 10 in.) 1
R. C. White (60 ft. 10 in.) 2

This event brought out seven competitors, and in the first plunge Ellis covered a distance of 54 ft. 6 in., R. C. White 55 ft. 8 in., and M. A. R. Spies 57 ft. 4 in.; the remaining four were under 50 ft. The second plunge was an exciting one when Ellis passed the sixty-foot mark amidst loud cheers. With hell then took the water and did sixty feet. R. C. White was just behind him at the finish.

FOUR LENGTHS HANDICAP.

First Heat.

F. L. R. Rici (sec 7 secs) 1
J. M. R. Pereira (sec 8 secs) 2

White started off a second too late. Pereira led as far as the third lap, when he was overtaken by Rici and Rici won by a yard from Pereira. The latter was disqualified owing to his diving in one second before time and the second place was awarded to Pereira. Time, 72 secs.

Second Heat.

A. A. Alves (sec 6 secs) 1
H. W. Peterson (sec 7 secs) 2

Alves again came in an easy winner. A grand finish resulted from second place, Peterson came in first from Carroll by only a touch. The winner's time was 72 1/2 secs.

The sports will be continued to-day and to-morrow and at the conclusion Mrs. O. Forsyth will kindly present the prizes to the successful competitors. Ladies will be admitted to the water, and the band of the Buffs will also attend.

INTERPORTABLE MOTOR.

Edmen are requested to note that practice for the match will commence to-morrow, Saturday, at 10 a.m. at the King's Park Range at 10 a.m.

CRICKET CLUB CONCERT.

Although the Cricket Club open-air concert had to be postponed through a stress of weather from last Saturday, it lost nothing of its entertainment qualities when it was held yesterday evening. The main consideration in the minds of the Committee was, no doubt, that it should be given as near as possible to full moon. Last night the moon was in almost full bloom, and her rising to coincide with the opening of the programme by the Buff Band, whose initial performance was a selection from "Cavalleria Rusticana." The grounds and pavilions were tastefully decked with lanterns and there was a very high attendance, showing how popular these entertainments got up by the Cricket Club have become. The other selections played by the Band in the course of the evening were from "The Gondoliers," "The Dollar Princess" and from "Faust," and they were excellently rendered, one and all. As a result of the postponement several alterations had to be made. Mr. W. G. Worcester's laughable sketch was taken up by Private Collier who as a comedian bias had to make our popular amateur look to his laurels. Mr. Collier's songs were most diverting and received unstinted applause. Another change in the programme was that Lieut. R. M. Cross's place was taken by Mr. D. Sutherland. And he did not fail to keep his audience amused by his humorous songs and patter. Mr. P. W. Golding and Mr. George Lamont were each in fine voice and earned golden opinions for their respective selections, the latter's song "Benediction" being especially well rendered. Mr. Frank Maltan's beautiful soprano voice was heard to great advantage in "Cupid at the Ferry" and she had to respond to an encore. Mrs. A. G. Gordon also had to re-appear after singing "Kathleen Mavourneen" which was finely rendered. Corporal Burgess, R.A.M., obliged with a clever sword display. Mr. R. C. Edwards gave a violin solo. Borowski's "Adoration," with great feeling and mastery of execution. The accompaniments were Miss D. Page, Mr. W. G. Chapman and last of all Mr. G. G. Grimble, without whose presence, we all know, no concert in Hongkong would be complete.

NEW STREET INDEX.

We have to acknowledge the receipt from Mr. Arthur Chapman, Government Assessor, of a copy of the new Street Index of the City of Victoria, etc. It is a voluminous volume, running to more than 150 pages, and while not very interesting reading matter it bears all the marks of a laborious task well executed. The index includes all the streets, house numbers, and lots in Victoria, the Hill District, Wong-mai-heung, Shaokwan Road, Taihang, Tang-lau, Quarry Bay, Saiwanho, Shaokwan, Fok-fuk, Aberdeen, Kowloon Point, Yumati, Mongkok, Fok-fuk, Fok-fuk, Fok-fuk, and Kowloon City Road. From the list given above, it may well be imagined what an amount of research and careful compilation are represented in the volume, for in these days new streets are perennially springing up, and the re-numbering of houses has often to be made. In his introductory remarks, which take up some lines, and a third of space Mr. Chapman modestly says that he will be grateful for information of any errors or omissions which may be discovered. In local business houses, the Street Index will be found to be invaluable. Messrs. J. Cronin and Co. are the publishers.

HONGKONG FOOTBALL LEAGUE.

ANNUAL MEETING.

The annual meeting of the Hongkong Football League was held at the V.M.C.A. rooms yesterday evening. Mr. Frank Brice took the chair. There was a representative of almost all the football clubs. Mr. A. P. Storrie (hon. secretary) reported that the past season was a great success. The R.G.A. won the First Division championship and the 8th C.R.G.A. the Second Division. There was no ground difficulty, and although there were 14 teams competing in the two divisions all games were played off on Saturdays. The help rendered by referees was acknowledged, it being stated that they had a fairly easy time, as the majority of the teams here played the game in a thoroughly sporting manner. It was also reported that Mr. Frederick Ellis had presented a cup for competition among the second division.

The Chairman reported that on the year's working there was a loss of \$307.

The report and accounts were adopted. The election of officers was then proceeded with. The Chairman said that as he was shortly going on holiday to England, it would be impossible for him to take the chairmanship, and he moved that Mr. R. Hancock be appointed chairman.

This was carried unanimously. Mr. A. P. Storrie was re-elected hon. secretary, while Mr. A. S. Ellis was appointed treasurer. The competition will commence on the 15th of October, so as to enable the Buffs to enter owing to their early departure in December.

The sub-committee appointed to arrange fixtures is as follows:—The President, the Secretary and Q. A. S. Farnfather, R.E.

The meeting terminated with a vote of thanks to the retiring chairman.

The following teams entered for the divisions:—Hongkong Football Club, Buffs R.G.A., R.E. Naval Yard and Kowloon Football Club.

THE Netherlands India budget for 1911 has been laid before the Dutch parliament. The revenue for the year is set at over 211,000,000 guilders, but the outlay will exceed that amount by 18 million. The deficit will be met by a loan. The expenditure includes over three million for harbour improvements at Soerabaya and Samarang, and nearly seven millions for railway extensions. A vote is also asked for a fresh acquisition of land in New Guinea.

OLD INTEREST.

AGED WOMAN FALLS INTO DEBT.

Before Mr. Justice H. H. Land, Acting Police Judge, in the Summary Court this morning, Bogwan Singh, an Indian money lender, sued Kai Yung to recover the sum of \$100, being amount due under a promissory note. Mr. H. Gardiner appeared for the plaintiff, while the defendant, a grey-haired, middle-aged woman, appeared in person.

The plaintiff on going into the box stated that \$100 was the original sum lent and the balance was in respect of interest accrued upon. Defendant denied that any interest was due. Plaintiff said that interest had been paid for four months from the date the promissory note was made, but after which time defendant ceased to pay for her interest.

At this point defendant left her self-control and broke into tears.

His Lordship—Have you any receipt for interest paid?

Defendant—I never got any receipt for interest. I have paid him over \$100 in interest.

His Lordship—Why didn't you write to him the note?

Defendant—I forgot. I didn't know I had to write to him.

His Lordship—How much can you pay every month?

Defendant—I can only pay \$5 a month.

Mr. Gardiner agreed to instalments of \$5 until such time as other judgments against the defendant shall have been paid off.

CLAIM BY A MONEY-LENDER.

A YOUTH IN DIFFICULTIES.

Before Mr. Justice H. H. Land, Acting Police Judge, in the Summary Court this morning, Mela Singh sued Mr. Antonio Romero to recover the sum of \$188.80; amount due for money lent.

The defendant on being asked whether he was indebted in the sum claimed stated that he only received \$50 and \$50, respectively, for which he made out two promissory notes for \$188.80.

The plaintiff stated that \$100 was in respect of the principal and \$88 interest. The document had been running for six months.

His Lordship—Did you sign these notes?

D. defendant—Yes.

His Lordship—Why did you sign them for \$188 when you only received \$100 as you say?

Defendant's answer was inaudible.

His Lordship—What's your salary?

Defendant—\$10 a month.

His Lordship—I'll make an order for instalments of \$15 a month.

Defendant—I can only pay \$10.

His Lordship—Oh, no. You must pay \$15. The order was accordingly made.

THE BOXING BOO.

In talking with Mr. Dick Whitaker, to-day, we learned that the forthcoming fight between Bill Lewis and Roy Kenney on Saturday week is likely to be one of the best battles that have been seen in the Colony. Both men are in excellent fettle. Bill Lewis is under the beneficent charge of Dick Whitaker, whilst the Manila challenger for honours is undergoing severe training under tight hands at the V.R.C. and on the praya levels. It is rather disappointing that Mr. Tait, his manager, is leaving for Manila before the combat comes off, and also it is unfortunate that our victim, sent from the U. S. States, should have to leave right on the eve of the battle, for the programme which "Dick" has arranged is enough to make glad the eye of anyone who will put on the gloves. Over and above the principal event, there are other contests that should lead to splendid tests of athletic skill amongst our local talent.

"PA' CO DA GAMA" DOCKED.

CRUISER PROCEEDS TO TIMOR.

The Portuguese cruiser *V. Ico da Gama* arrived at Manila from Olango on 19th inst. where she has been repaired on the dry dock. The *V. Ico da Gama* was to sail on Monday for Timor. From Timor the cruiser will sail for Goa, the Portuguese possession in India, then to Mozambique, the Portuguese possession on the East African coast, and thence around the Cape to Lisbon.

SUBSIDIZED SHIPPING.

NEW JAPANESE LINES FOR THE PACIFIC.

The Japanese Government's subsidy for the shipping companies for 1911 shows an increase of nearly one million yen compared to the present year. This increase is intended to be due to an increase of ships on the T.K.E. San Francisco line and the O.S.K. Tacoma line. The former Company will withdraw the *Nippon Maru* from the run and place the new ship, *Shimizu Maru*, of 17,000 gross tons, of the *Tokyo* class, and much larger, now being built at Nagasaki, and the O.S.K. to place the *Asahi Maru* of 15,000 tons on the Tacoma line in addition to the present four ships of the *Tokyo* class.

Messrs. C. W. Wolf and Sons, agents of the Pacific Mail Steamship Company, have received advice from Mr. S. W. Schaeffer, president and general manager of the Company, that in future first class passengers may carry their own baggage on the decks of their ships between Manila and San Francisco. The company's agent, Messrs. C. W. Wolf and Sons, are prohibiting the use of stateroom chairs on deck except such as were furnished by the Company. The reason for the change of the previous order was that "first" class passengers would bring their own chairs on deck, which would be a nuisance to the other passengers. The company is now allowing passengers to bring their own chairs on deck, but they must be of a certain size and must be of a certain material. The company is now allowing passengers to bring their own chairs on deck, but they must be of a certain size and must be of a certain material.

THE YOKOHAMA SPECIE BANK

CHAIRMAN'S SPEECH AT HALF-YEARLY GENERAL MEETING

The regular half-yearly general meeting of the shareholders of the Yokohama Specie Bank was held at the Head Office, Yokohama, on the afternoon of Saturday, 9th inst. B. ros Taketashi, President, delivered the following speech:—

Centlemen, I have the pleasure of presenting to you the report and accounts of this Bank for the first half year of this sixty-first ordinary meeting of the shareholders, and in opening the meeting to make a brief review of the Bank's business and of the general state of economic conditions of the country.

The economic state during the period under review has shown generally an improvement and a gradual recovery to the normal level of activities after the prolonged stagnation of the money market since the autumn of year before last, but still, as the people are generally exercising great caution, some considerable time must elapse before we may see any industrial activity. However, our foreign trade, both in imports and exports, has shown a slight recovery since last spring, along with the recovery of economic conditions at home and abroad. The market prices of the sound securities gradually rose, and the amount of bills cleared through the clearing houses increased as the market advanced, and in short the circumstances prevailing all around show indications that the financial world is developing in the right direction. Consequently upon the abundant supply of money the rate of interest continually declined; and the Government, availing itself of the opportunity, issued a loan of 100,000,000 yen to the extent of 50,000,000 yen for the conversion of the 5% internal bonds, and the various companies, commercial and industrial, undertaken by the people either made call on their shares or issued debentures to meet their increased requirements or to replace their old loans bearing higher rates of interest, and thus although a considerable amount of cash was withdrawn from the market, yet, on the other hand, the increase in the people's savings coupled with the cash redemption of the national loan kept the money market as easy as ever. This being the case, the banks lowered the rate of interest on deposits, but notwithstanding this they still found themselves compelled to carry large unemplotted funds, and this Bank had likewise to pass the period under review with more or less money unemployed.

Turning to our foreign trade during the first half of the year we find that export amounted to ¥111,000,000 and imports to ¥139,000,000. These figures, compared with those for the corresponding period of the year preceding, show respectively an increase of ¥14,100,000 in exports and ¥15,400,000 in imports, resulting in a total increase of ¥9,300,000 for imports and exports combined.

This is doubtless the result of the improved financial state at home and abroad, but such a large increase of exports is to be attributed in one way to the price of bar silver having been favorable to the Chinese trade and to the great increase of our cotton goods exported to China caused by the high prices ruling for similar American goods, while the increase in imports appears principally to have been due to a large increase in imports of cotton from India. The amounts of the exchange sold and bought in Japan on foreign countries by this Bank during the period under review, in round figures, amounted to ¥59,400,000 and ¥53,700,000 respectively, and if we compare these figures with those of the corresponding period of the preceding year it will be found that the sales are a decrease amounting to ¥10,000,000 in exchange sold and to ¥7,500,000 in exchange bought, but as the exchange bought and sold abroad on Japan amounted to ¥30,400,000 and ¥10,700,000 respectively, showing an increase of ¥1,070,000 in exchange sold and ¥15,000,000 in exchange bought, the net result is an increase of ¥17,600,000 in the total of the Bank's exchange business at home and abroad.

As I have mentioned, notwithstanding the improvement in the general state of economic affairs, the money market having continued to be in a state of stagnation, the business of this Bank during the period under review has, like that of most other banks, shared the effect of that stagnation and the result obtained fell in some measure below the mark of the corresponding period of last year. Fortunately, however, there having been such extra business as the floating of the Government Loans, we have, after making provision for doubtful assets, been enabled to reap a net profit net of 11% of ¥1,795,569.58. The distribution of this amount I beg you to approve and adopt in the manner as stated in the proposition. In conclusion I have much pleasure to report that this Bank has participated during March last in underwriting the issue of the second 4% internal loan of ¥100,000,000 in the case of the first issue, and further during May last in joining the issuing banks for the first issue of ¥100,000,000 loan raised by the Government in India. In May last this Bank received from the Minister of Finance a special order relating to the extension of our business in Manchuria and we have accordingly drawn up special regulations to meet the new business, which came into operation from the 1st July of this year.

DIRECTOR'S STATEMENT

The directors' statement presented to the shareholders at the meeting was as follows:—
Gentlemen—"The Directors submit to you the annual statement of the liabilities and assets of the Bank, and of the profit and loss account for the half year ended 31st June, 1910. The gross profit of the Bank for the half year, including ¥1,070,000 brought forward from last account, amounts to ¥1,795,569.58, of which ¥1,000,000.00 have been deducted for interest, taxes, current expenses, and a provision for doubtful assets, leaving a balance of ¥795,569.58 for appropriation. The directors propose that ¥350,000.00 be added to the reserve fund, and the remaining ¥445,569.58 be divided as follows:—
Dividend of ¥1,000,000.00 per cent. per annum, which will amount to ¥1,000,000.00. The balance of ¥445,569.58 will be carried forward to the credit of the next account."

CHINESE MONETARY REFORM

UNDERTAKING OF GREAT IMPORTANCE

The story of the money system of China gives a quite different picture from that of the money systems of European countries. In that ancient Empire the need of an Imperial coinage has not yet been recognized. Pieces of silver of various weights and shapes, copper squares and rounds, with a hole in the middle for the purpose of threading them all manner of foreign coins, bank notes of obscure origin—all these form one grand chaos, and take the place of a Government system of coinage. Right down to the present day, says a writer, not a single European investigator has had the courage to write a work that would give a complete picture of the money circulation of China, for such would be quite beyond the power of any individual. It would exact the labor of a number of specialists, who would have to spend years in the prosecution of their inquiries. A collection of coins, and their substitutes, circulating in the country would take over 1,000 pieces, each one with a special market value, contingent on the general course of exchange in the first place, and on a large number of accidental as well as permanent local conditions, in the second. Foreigners have been accustomed to assume that in China the basis is a silver one, on the strength of the fact that the silver taels of metal appear to pass on the basis of weight. But it is not so. In fact there was a basal in China. It was copper (the lochoch), it has never been changed, but gradually a more expensive metal has been drawn into the scene. Still, the tael as a money unit cannot be recognized at all, for in the first place it is of various values. For example, at one time the tael in which the Customs dues are counted for foreign goods, and which on that account the Chinese call "Customs tael," is quoted at about 29, whilst as a rule its value is about 25.5.

Now, by Imperial decree, the silver tael is to be established—value about 35—as a money base for China, and the coinage of this money and its fractions—decimals—is proclaimed an Imperial monopoly. At the same time the rate of exchange is fixed as obligatory for all time, and it cannot be arbitrarily lowered or raised. Its relation has been fixed to the market—the C. tael—tael; it is, in point of fact, the Chinese gold, and that is what the Manchurian natives call it. From the foregoing it is evident that China is endeavoring to solve the insoluble, for the exchange of the tael changes from day to day, local bourses showing differences of 8 per cent. and even to 10 per cent. in a week, both up and down. Whatever may be the obligatory exchange established for the yuan, and however severe the punishment may be for speculation, all the same, a coin valued at 70 per cent. of the value of the tael will in circulation be relatively worth the varying values of the whole, as of the parts. To establish a fixed exchange value, even if not complete, might be possible by the complete suppression of the tael, so that all recollection of it may be lost amongst the people. But such a step is not contemplated. Not only is the circulation of the tael not forbidden, but the issue of banknotes is allowed. But even were the tael suppressed, the yuan would vary in value with the rise and fall in the price of silver on the market. If the metal rises in value the coin might be collected and melted into ingots; but in the event of its fall a fixed exchange would only hold good for a while. And since the balance of the foreign trade of China reaches about £100,000,000, with relatively small commercial movement in the interior, where most of the people still live in a state of "natural economy," the exchange of the tael for coins for foreign gold in the accounts for import and export business would weigh very heavily on the Chinese people.

Racing the foregoing, says the writer quoted, we are forced to the conclusion that the undertaking of a money reform in China will be of great importance in the arrangement of the circulation of small sums, for the yuan and its parts will doubtless soon press out various coins and paper of doubtful value, and with these many abuses will disappear. But this reform does not settle the money basis, for it is an attempt to do so with obviously inadequate means.

ORIENTALS IN RUSSIAN TERRITORY

LATEST STATISTICS

The following statistics compiled by the Statistical Committee in Vladivostok, giving the population of the Russian Maritime Province (Vladivostok and region) in January 1910, is interesting as showing the comparatively large numbers of Japanese in the cities and of Koreans in the country districts, the latter even outnumbering the Chinese in these districts:—

	Males	Females	Total
Russians—			
In cities—	6,139	45,835	51,974
In country—	139,600	100,915	240,515
Naturalized Koreans—	9,691	5,771	15,462
Others—	6,137	5,467	11,604

Total	1904	1909	1910
UNNATURALIZED ORIENTALS			
Japanese—	2,217	29,500	31,717
Koreans—	156	7,771	7,927
Chinese—	69	7,507	7,576
Naturalized Koreans—	270	1,910	2,180
Others of cities—	107	1,551	1,658
Total	2,569	41,239	44,958

The proposed new sewerage system for Singapore, which it is suggested should be successful, and with about 100,000 connections, is estimated to cost £5,500,000, including the cost of land and material for engineering works. The work would amount to £1,000,000, and it is generally regarded that the scheme is too bold for acceptance.

MITSUI BUSSAN KAISHA

PROPOSED RUBBER AND PETROLEUM ENTERPRISES

The Mitsui Bussan Kaisha, says a Nippon dispatch, has been considering a scheme to undertake the cultivation of rubber plants in Sumatra, and the working of petroleum wells in Borneo. The firm has decided to begin operations by planting rubber, and Mr. Daanō Reiske, who has just returned from the Bombay office of the firm, left Nippon on Thursday (19th inst.) for Borneo, by the *Hokoku Maru*, via Shanghai, to investigate the rubber industry in that island.

MR. R. P. SCHWERNIN IN KOBE.

PACIFIC MAIL S.S. CO.'S MANAGER ENTERTAINED

On Saturday evening 1st a dinner was given at the Oriental Hotel, Kobe, in honor of the visit to Kobe of Mr. R. P. Schwerin, the general manager of the Pacific Mail Steamship Company, reports the *Nippon Chronicle* of 13th inst. About sixty gentlemen accepted the invitation to meet Mr. Schwerin, including many of the Japanese and foreign officials, bankers, and leading merchants of the port. After an excellent dinner, Mr. W. W. Campbell, Kobe agent of the Pacific Mail, who presided, proposed the usual loyal toast, which was duly honored, after which Mr. Campbell proposed the toast of the guest of the evening, Mr. Schwerin. That gentleman, in response, made an interesting speech, in the course of which he spoke very hopefully of Kobe's prospects as the commercial center of the trade between the United States and the Far East. He said that twelve years ago, on the occasion of his previous visit to Japan, he found options of relative importance of Yokohama and Kobe which were now entirely changed as the result of his present visit. Mr. Schwerin spoke of the past achievements and future plans of the Pacific Mail Company, and concluded by expressing a sincere wish for the increased prosperity of the port of Kobe. Several other speeches were made during the evening by both Japanese and foreign guests, all of whom expressed their pleasure at the opportunity of meeting Mr. Schwerin, and of listening to his opinions on the commercial prospects of Japan and Kobe in particular. A very pleasant evening's social intercourse seemed to end about eleven o'clock.

ANOTHER BIG OPIUM SEIZURE.

161 TONS CONFISCATED.

Another big seizure of opium amounting to 161 tons was made yesterday by Customs Officer Cobb, reports the *Sydney Daily Telegraph* of 31st ult. During the day the officer, accompanied by a party of searchers, boarded the steamer *A. Dinkum* at the Quay, and commenced a search of the vessel. The *A. Dinkum* originally came from the East. She visited Melbourne and Geelong, and although searched, nothing contraband was found. Mr. Cobb directed his attention yesterday to the coal bunker, and after moving a quantity of coal, there found a plant of 151 tons of opium. Continuing the search in the other bunkers a further 10 tons were brought to light. All efforts to trace the owners of the opium failed, and during the afternoon the lot was confiscated and lodged in the King's warehouse. The value of the opium is put down at £60,000.

Events Coming.

Friday, 23rd September.

Theatre Royal, "The New Boy" 9 p.m.

Saturday, 24th September.

Meeting, Pongkoon Cotton Spinning, Wear-

ing and Dyeing Co., 11.15 a.m.

Meeting of Douglas Steamship Co., Ltd.,

at 11.15 a.m.

V.R.C. Aquatic Sports.

Monday, 26th September.

Sae's pier opposite the Ice House Road,

at 11.15 a.m.

Hongkong Cricket League Annual Meeting,

at 11.15 a.m.

Tuesday, 27th September.

Harbour race.

Kowloon Cricket Club Annual Meeting at

Club House 5.15 p.m.

Wednesday, 28th September.

Hongkong Football Club annual meeting,

5.30 p.m.

Thursday, 29th September.

Buffet Aquatic Sports at V.R.C. B.A.

Saturday, 1st October.

Italian Convent Sale of Work, 10 a.m.

Hongkong Jockey Club, half-yearly meeting,

at Hongkong Club Annex, 12 o'clock noon.

Opening of Kowloon-Canton Railway,

British Section, 2.45 p.m.

Civil Service Sports, Happy Valley.

Monday, 3rd October.

Italian Convent Sale of Work, 10 a.m.

Sale of Crown land at Kowloon, P.W.D.,

3 p.m.

Sale of Crown land at Shaukiwan, T.W.D.,

3 p.m.

Eve of Jewish New Year.

Tuesday, 4th October.

Italian Convent Sale of Work, 10 a.m.

COMMERCIAL.

33rd September, 1 p.m.

The following quotations for rubber shares

by wire, are supplied by Messrs. E. S. Kadoorie

& Co., Ltd.

Allagars—

Anglo-Java—

Anglo-Malaya—

Balgovind—

Batu Tiga—

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To-day's Advertisements.

NOTICE.

MR. CHARLES EDWARD ANTON

has been admitted a member of our

Company.

JARDINE, MATHESON & Co., Ltd.

22nd September, 1910. (612)

THE HONGKONG FOOTBALL CLUB

THE ANNUAL GENERAL MEETING

of the Hongkong Football Club will be

held in the Board Room, at Messrs. Jardine,

Matheson & Co.'s Head Office, on WEDNES-

DAY next, the 28th inst., at 5.30 p.m.

A. G. RAVENHILL,

Hon. Secretary.

Hongkong, 23rd September, 1910. (613)

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY

YEARLY MEETING OF SHARE-

HOLDERS of the above Company will be

held at the Company's Town Office, at Lower

Albert Road, Hongkong, on SATURDAY, the

8th October, at 12.30 P.M., for the purpose of

presenting the Report of the Directors and

Statement of Accounts for the year 1910.

The TRANSFER BOOKS of the Company

will be CLOSED from 1st to 8th October, 1910,

both days inclusive.

By Order,

M. MANUK,

Acting Secretary.

Hongkong, 23rd September, 1910. (614)

A VERY smart capture was made by Detective-

Sergeant Murphy yesterday. He received in-

formation that gambling was going on on board

a car, boat and on proceeding on board the

craft, he discovered about forty people idling

around a table. A scene of the utmost con-

fusion followed, during which the majority of

the gamblers made good their escape, only

eight of them being arrested by the Police.

This morning the two keepers were fined \$500

and \$100, respectively, while the rest had to

pay \$5 each.

THEATRE ROYAL

ONE WEEK ONLY.

The Incomparable

NICOLA

And the same Original Company that Mystified

New York, London, Paris

6 Months

And all the Principal Cities of the World

TONS OF ELABORATE

Magical Apparatus

Special Scenes and

Electrical Effects

100 STARTLING FEATS

AND SENSATIONAL

SURPRISES

POSITIVELY THE GREATEST SENSATION

THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Out SENSATION

Nothing on earth has yet been found that can hold Nicola a prisoner

GEORGE NADOLNY

America's Greatest Eccentric Juggler

MARGUERITE SUTTON

The Peerless Psychic Marvel

WHIFFLE & ADAMS

Refined Singing and Dancing Artists

DOBSKI

The King of Laugh Provokers

SOLID HOURS OF LAUGHABLE MYSTIFYING AND

EDUCATING ENTERTAINMENT

Commencing Wednesday, October 5, 1910.

SPECIAL MATINEE SATURDAY, OCTOBER 8, FOR LADIES

AND CHILDREN.

Hongkong, 23rd September, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 5TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 27 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car) crossing the American Continent by Canadian Pacific direct line. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop-over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	TUNGSHING	TUESDAY, 27th Sept., Noon.
SHANGHAI	WOSANG	WEDNESDAY, 28th Sept., Noon.
TIENTSIN	CHIPSUNG	THURSDAY, 29th Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUSANG	TUESDAY, 4th Oct., Noon.
SHANGHAI, KOBE & MOJI	YANGSANG	SATURDAY, 8th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kusang*, *Yangsang* and *Wosang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kufat, Lahad, Daitu, Simporna, Tawao, Uonkan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 315.
Hongkong, 23rd September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	25th Sept., Daylight.
TIENTSIN	"KUEICHOW"	25th Sept., Daylight.
MANILA	"TEAN"	27th Sept., 4 P.M.
SHANGHAI	"CHENAN"	29th Sept., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	30th Sept., 4 P.M.
CHEFOO & NEWCHOWANG	"NANOHANG"	1st Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chen*, *Lintan*, *Chienan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 15.
Hongkong, 23rd September, 1910.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1540	R. Ridger	MANILA	SATURDAY, 24th Sept., at Noon.
LAFIRO	1540	A. Fraser	"	SATURDAY, 1st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 17th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"JOSEPH MARU" Captain H. Murayama	SUNDAY, 25th Sept., at 8 A.M.
ANPING via SWATOW and AMOY	"SOSHI MARU" Captain Y. Yamamoto	WEDNESDAY, 18th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BOJUN MARU" Captain Y. Feseno	THURSDAY, 6th Oct., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd September, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KIRANO MARU, Capt. F. K. Cope, Tons 9300 IYO MARU, Capt. R. Takeda, Tons 7300 HIRANO MARU, Capt. H. Fraser, Tons 9300	WEDNESDAY, 28th Sept., at Daylight. WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 8th Oct., From KOBE.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 11th Oct., at Noon. TUESDAY, 15th Nov., at Noon.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakino, Tons 5300 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 30th Sept., Noon. FRIDAY, 23rd Oct., at Noon.
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SINGAPORE, COLOMBO & BOMBAY	TOSA MARU, Capt. Y. Nomura, Tons 7000	SATURDAY, 24th September.
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SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Teranaka, Tons 5000	THURSDAY, 19th September.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6300	WEDNESDAY, 28th Sept., at Noon.
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KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christensen, Tons 8000	THURSDAY, 29th Sept., at 5 P.M.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING ARI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,

Hongkong.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's mails, will be despatched from this port on SATURDAY, the 2nd October, 1910, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. *Chien*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Chien*, due in London on 12th November, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
M. A. HEWETT,
Superintendent.

Hongkong, 19th September, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 27th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED
Agents.

Hongkong, 22nd September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain On or about

Superic 6,232 F. S. Cowley 17th Sept.

Amur 6,231 G. B. McGill 20th Oct.

Amur 4,303 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings
Hongkong, 8th September, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on SATURDAY, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

M.A. To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 20th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched as above on or about 15th Oct.

For Freight apply to
JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 19th September, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK

S.S. "MUNCASTER CASTLE" (Overboard)

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th September, 1910.

Shipping—Steamer.

HONGKONG-NEW YORK.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

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Hongkong, 19th September, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	PORTION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	STOCKS AT CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$135	\$135	\$1,500,000	\$2,019,310	£1 for first half year ending 30.6.10 @ 4% 1/16 = \$1.125	\$90 sellers \$49 1/2 ex div.
National Bank of China, Limited	99,995	7	6	\$4,000,000	\$30,552	\$2 (London 1/6) for 1909	\$78 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$350	\$350	\$1,500,000	none	\$10 for 1909	\$100 sales
North China Insurance Company, Limited	10,000	4 1/2	4 1/2	\$1,500,000	Tls. 207,575	Final of 7/6 making 15/- for 1908	Tls. 115 buyers
Union Insurance Society of Canton, Limited	18,400	\$350	\$350	\$1,500,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim div. of \$30 per share for 1909	\$120
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$7,017	\$12 1/2 for year ending 31.12.08 and interim of \$1 on account of 1909	\$200
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000	\$418,406	\$6 and bonds \$2 for 1908	\$116 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,000,000	\$426,218	\$27 for 1908	\$255 ex. & b.
SHIPPING.							
China and Malacca Steamship Company, Limited	10,000	\$15	\$15	\$17,745	Dr. \$3,777	\$4 1/2 for 1908	\$10 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$230,000	Nil	\$1 for year ending 30.6.1908	\$14 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	30,000	\$15	\$15	\$230,000	\$20,706	Dividend of \$1 1/2 for 30.6.10	\$31
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$138,100	£1 537.82	6/- for 1907 on Preference shares only @ as 1/10 1/16 = \$1.125	\$59 sellers
Do. (Deferred)	60,000	45	45	\$138,100	£1 537.82	3rd 1/2 of 1/- per share (comp. No. 12) making in all 4/- for 08 & interim of 1/- for ac. '09	\$4 1/2 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	1 1/2	1 1/2	\$275,000	£102,094	A dividend of 7 1/2 % for 7/- ending 30.4. 1910	\$105 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,150	\$1,150	A bonus of 5 %	\$10
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$220,000	Dr. \$8,000	\$10 per share for 1909	\$150 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,801	\$3 for 1907	\$24 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/2	1/2	\$215,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 16 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 12
Ramb-Australia Gold Mining Company, Limited	150,000	1/2	1/2	\$4 1/2	none	\$1 per share 1910 dividend	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$2.05 for 1909 in all G \$1.15	30/-
Docks, Wharves & Godowns	18,000	\$25	\$25	\$25,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$9 1/2 sellers
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$550	\$33,000	\$20,847	\$1 1/2 for 1909	\$4 1/2 sellers
Hongkong & Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$11,111	\$12,735	No dividend paid this year	\$50 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,750	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 8,261	Final of Tls. 3 making Tls. 6 in all for 1910	Tls. 75 sellers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 607,839	Tls. 9,222	Interim of Tls. 3 for 1910	Tls. 122 sellers
LANDS, HOTELS & BUILDINGS.							
Guangchow Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 5 for year ending 30.6.10	Tls. 97 sellers
Central Stores, Limited	50,000	\$15	\$15	\$750,000	\$1,277	\$1.50 on old shares and 1.30 on new shares	\$16 buyers
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$80,000	\$27,014	Final of 1/2 making 1 1/2 for year end 31.12.09	\$105 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	\$500,000	\$1,471	45 cents for 1909	\$101 ex. & b.
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$280	\$2 1/2 for 1909	\$31
Kowloon Land and Building Company, Limited	8,000	\$50	\$50	none	none	Interim of Tls. 3 for 1910	\$33 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 3,750,000	Tls. 6,000	Final of \$1.50 making in all 3.50 per share for 1909	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.50 making in all 3.50 per share for 1909	\$39
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$6,513	50 cents for year ending 31.7.08	74 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	\$2,873	Tls. 7 1/2 for year ending 30.6.09	Tls. 55
Lap-Long-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 12,389	Tls. 12 for 1909	Tls. 55
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 11,178	Tls. 11 for 1909	Tls. 500 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12 1/2	12 1/2	\$1,000	\$248	15 % per share for 1908	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	none	60 cents for 1909	\$3 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000	\$2,243	60 cents for year ended 23.12.08	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$2,602	80 cents for 1909	\$3 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$3,000	\$1,891	\$2.00 for year ending 31.7.07	\$19 sellers
Golden Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$4,390	Final of 40 cents making in all 73 cents per share for 1909	\$4.60 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$270	12 per cent. viz. \$1.20 for 1909	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$1,708	A dividend of \$1.10 per share and a bonus of 10 cents	\$21
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Final of \$8 for 1909	\$155
Hongkong Ropes Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$9,176	Final of \$1 making in all 10 1/2 for 1909	\$24 sellers
Meat-Choppy (or Min), Bosch on Landbouw exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000	Tls. 12,688	Interim dividend of Tls. 12 1/2 (15th March)	Tls. 1,300 ex.
Peak Tramways Company, Limited	35,000	\$10	\$10	\$350,000	\$3,014	80 cents on fully paid shares and 5 cents on 1/2 paid shares for year ending 30.4.10	\$19 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 12,640	None	\$11 sellers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 12,640	None	\$10 sellers
Shanghai-Siam Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 5,350	No dividend this year	Tls. 144
Societe des Papiers et Papeteries de Tonkin	13,202 shares	50 Haplong Nominal	25 Currency	none	none	First year	\$50 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. \$27,86	None	\$500
Steam Laundry Company, Limited	20,000	\$10	\$10	\$200,000	none	10 % for year ending 31st May 1910	\$25 sellers
United Waterworks Company, Limited	10,000	\$10	\$10	\$100,000	\$243	60 cents for year ending 31.12.09	\$8 buyers
United Alabaster Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$243	60 cents per ord. share for year ending 31.12.09	\$113 sellers
Watkins, Limited	10,000	\$10	\$10	\$100,000	\$1,941	25 cents for 1909	\$11 X
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,612	5 % for 1909	\$20 buyers
William Powell, Limited	35,000	\$7	\$7	none	\$78	None	\$14 buyers


Printed and Published by JOHN FRANK THOMAS for the Hongkong Telegraph Company, Limited at the Printing Office of the Company, 11, Queen's Road, in the City of Hong Kong.

Hotel.

BAND 1 **BAND 11** **BAND 111**
AT THE
BELLE VIEW HOTEL.
SHAUKIWAN ROAD.
Telephone No. 907.

By kind permission of the Commander and Officers, the 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.
On SUNDAY, the 25th September (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager.
Hongkong, 22nd September, 1910.

Intimations

Denmarks Pride

HEYMANS BUTTER
SIEMSEN & CO., Sole Agents. 49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 p.m. Every 15 minutes
12.00 p.m. to 1.00 p.m. Every 15 minutes
1.00 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes
NIGHT CARS
4.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 10.00 a.m. Every 15 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes
NIGHT CARS at 10 Week Days
Extra cars at 1.15 p.m., 11.15 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1910.

HUNG ON & CO.,

SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.
Hongkong, 1st June, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

GABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 33, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., and other
leading establishments in the Colony, to
whom reference can be made as to the
superior workmanship and materials of the
Furniture, etc. supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:-
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Answer to
our Dictionary and gave us every satisfaction."
"A. S. WATSON & CO., Ltd."
24th May, 1910.

ORDER, please, to be made at the
FURNITURE STORE, No. 33, DES VOEUX
ROAD CENTRAL, HONGKONG.

INSPECTION INVITED.
L. KWONG LOONG & CO.

For Sale.

FOR SALE

AT
GRACE & CO.
27, DES VOEUX ROAD.

ASIATIC POSTAGE STAMPS

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card
Albums.

Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books,
Transparent Envelopes.

Two-cent, Magnifying Glasses, Perforation
Gauges.

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